



Mildura Stage 2 Final Masterplan

Mildura Riverfront
Mildura

Prepared by **Tract Consultants**
for **Mildura Rural City Council**

0318-0319
10.10.2018

01 FOREWORD

This Masterplan update has been prepared by Tract Consultants Pty Ltd (Landscape Architects, Urban Designers, Town Planners), working in association with Urban Enterprise (Economic Consultants), under the management of the Project Control Group established by MRCC.

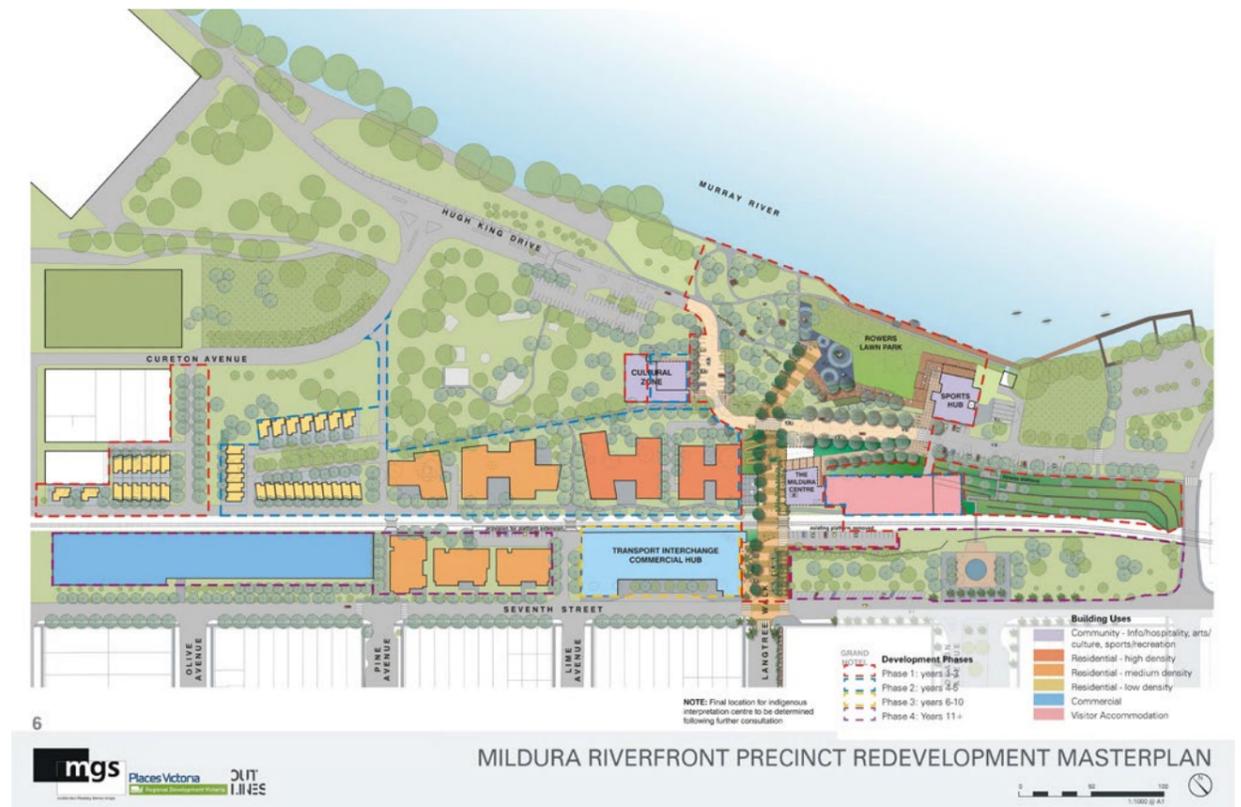
In the course of preparing this report, analysis, estimates and projections have been prepared on the basis of assumptions described in the report. It is possible that some of the assumptions underlying these projections and professional judgments may change over time. Professional judgments are made to provide a basis for estimates, projections and project recommendations. Tract Consultants and its project sub-consultants do not accept any liability for the use of this material.

02 INTRODUCTION

In 2013 a masterplan for stage 2 of the Mildura Riverfront Precinct redevelopment was completed by Places Victoria in conjunction with regional development Victoria and Mildura Rural City Council (MRCC). This update of the Mildura Riverfront Masterplan has been prepared in response to the need to reflect a number of changes and completed developments since the adoption of the masterplan by MRCC and to confirm the strategic direction for the redevelopment of the VicTrack landholdings within the masterplan area.

The key changes since the completion of the 2013 masterplan arise from the following:

- A number of items originally included in the plan have now been completed within the first stage of works, and the final design resolution of these now needs to be considered;
- Some items have been changed due to subsequent consideration, the most important of which being the decision not to amend the route of High King Drive, the retention of the Bill Hyder garden in situ, and the determination that no further at grade crossings of the railway will be allowed;
- Additional consideration of the economic feasibility of the based on current market understanding;
- Inputs from VicTrack concerning the State's position with regard to the development of VicTrack landholdings
- The Masterplan process and inputs from the steering committee.



03 2013 MASTERPLAN: VISION:

The vision for the project remains that developed for the 2013 masterplan:

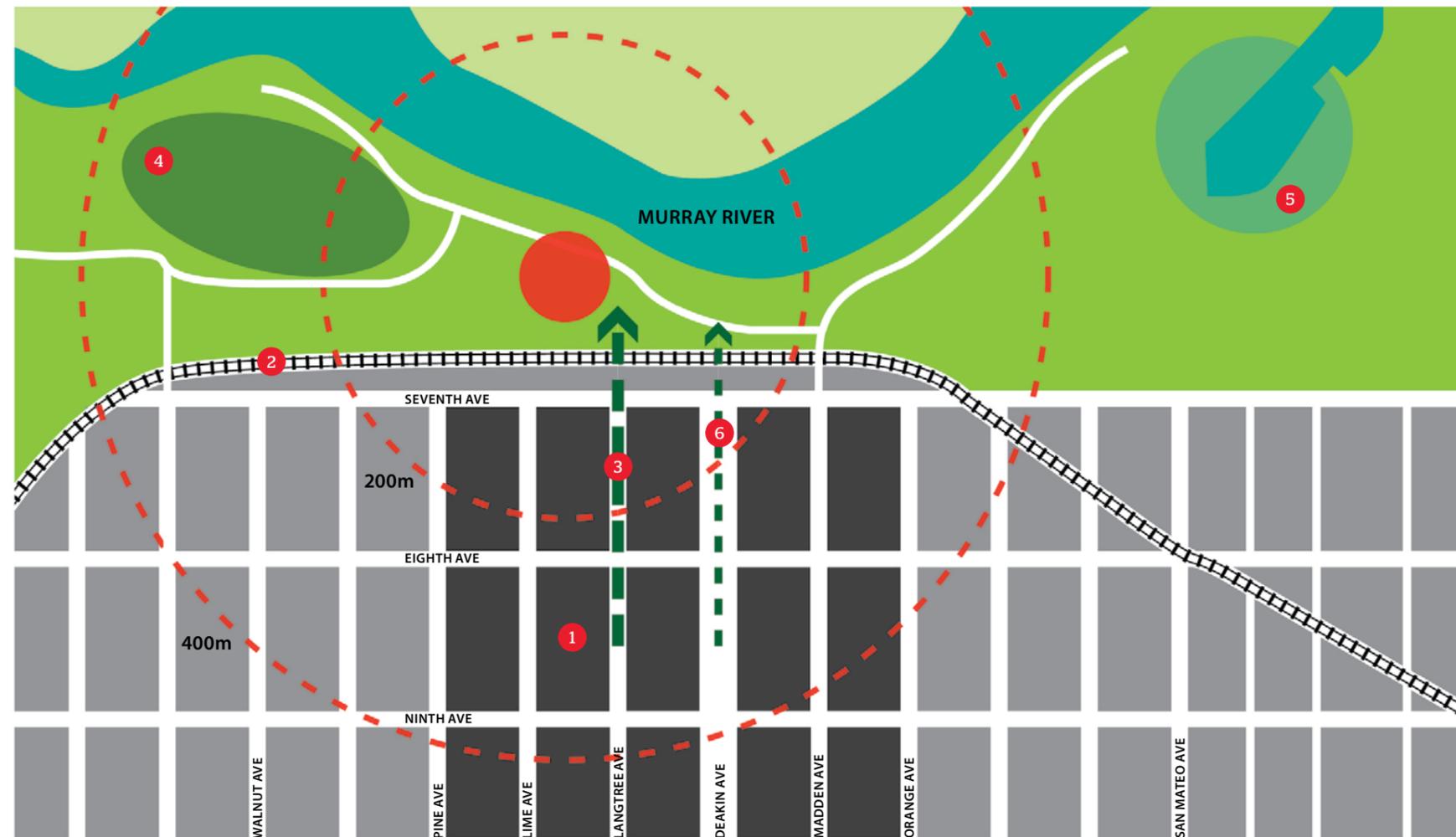
“The iconic Murray River and the surrounding natural landscape is the driving force of the Masterplan, as a Mildura destination that should be accessible by all and celebrated by all.”



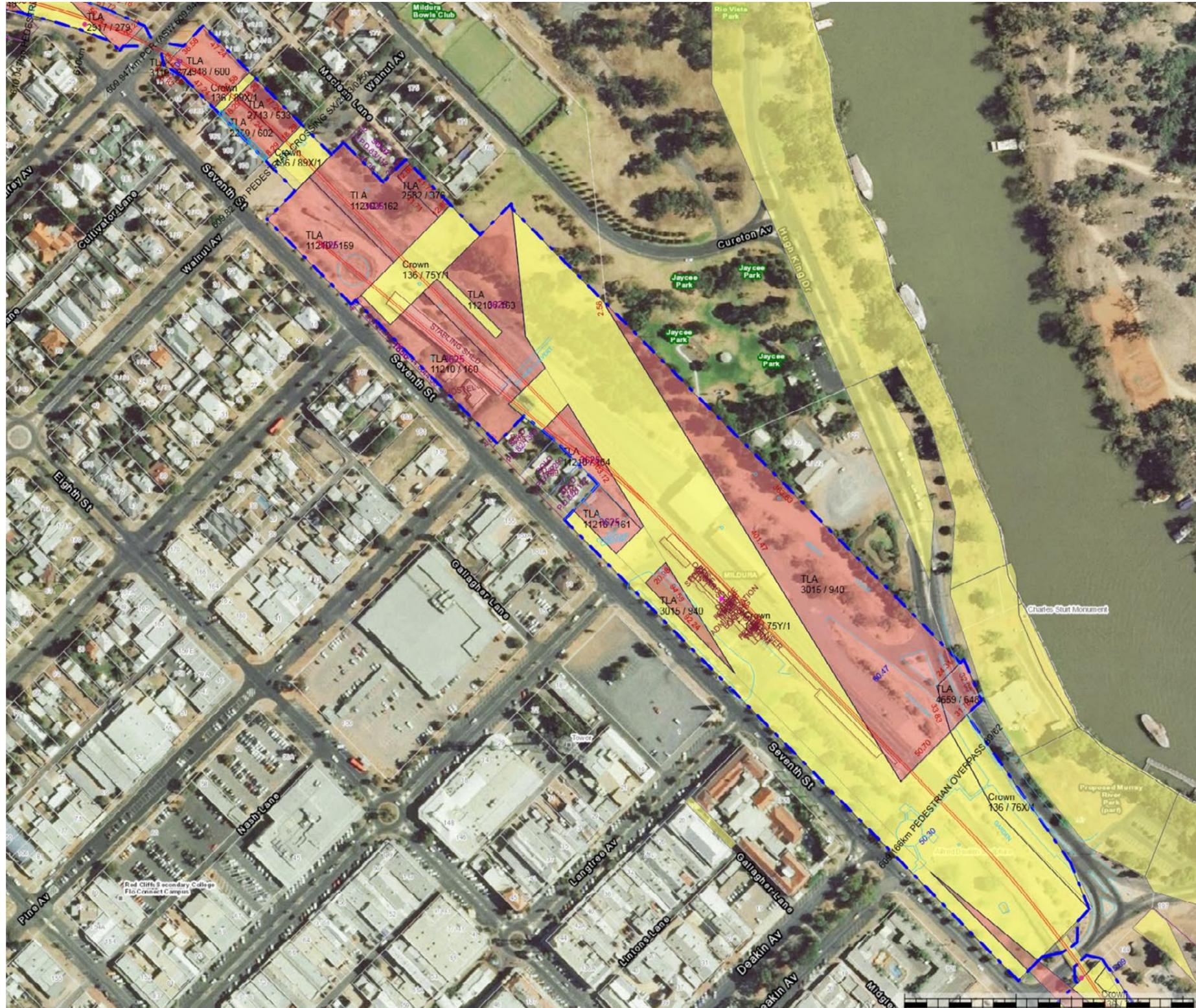
04 STRATEGIC CONTEXT

Legend

- 1 CBD
- 2 RAIL
- 3 LANGTREE WALK
- 4 RECREATION TO WEST
- 5 NOWINGI PLACE, MARINA TO EAST
- 6 EXISTING FOOT BRIDGE



05 VICTRACK LAND TENURE



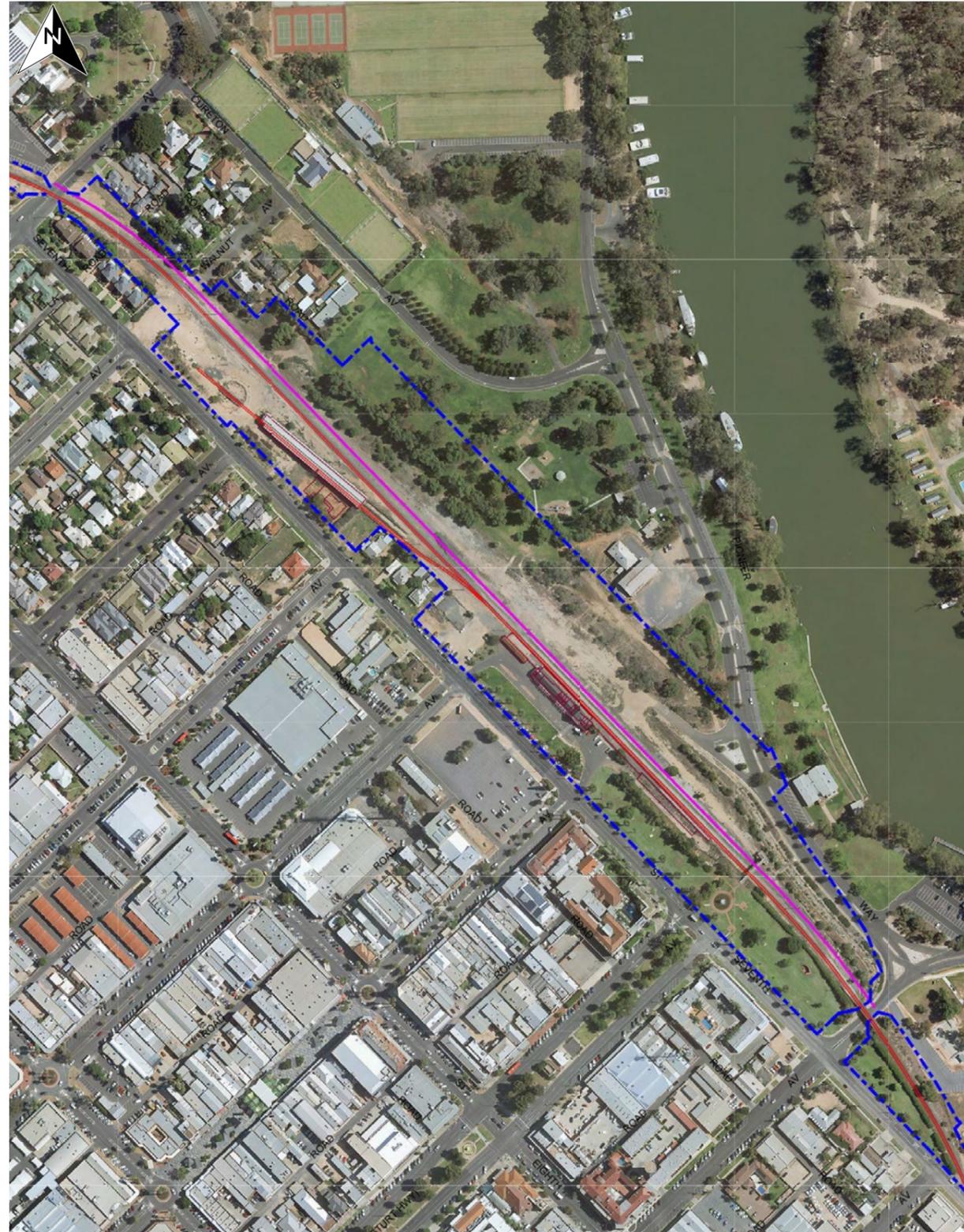
06 VICTRACK LEASE LOTS



07 COUNCIL LAND



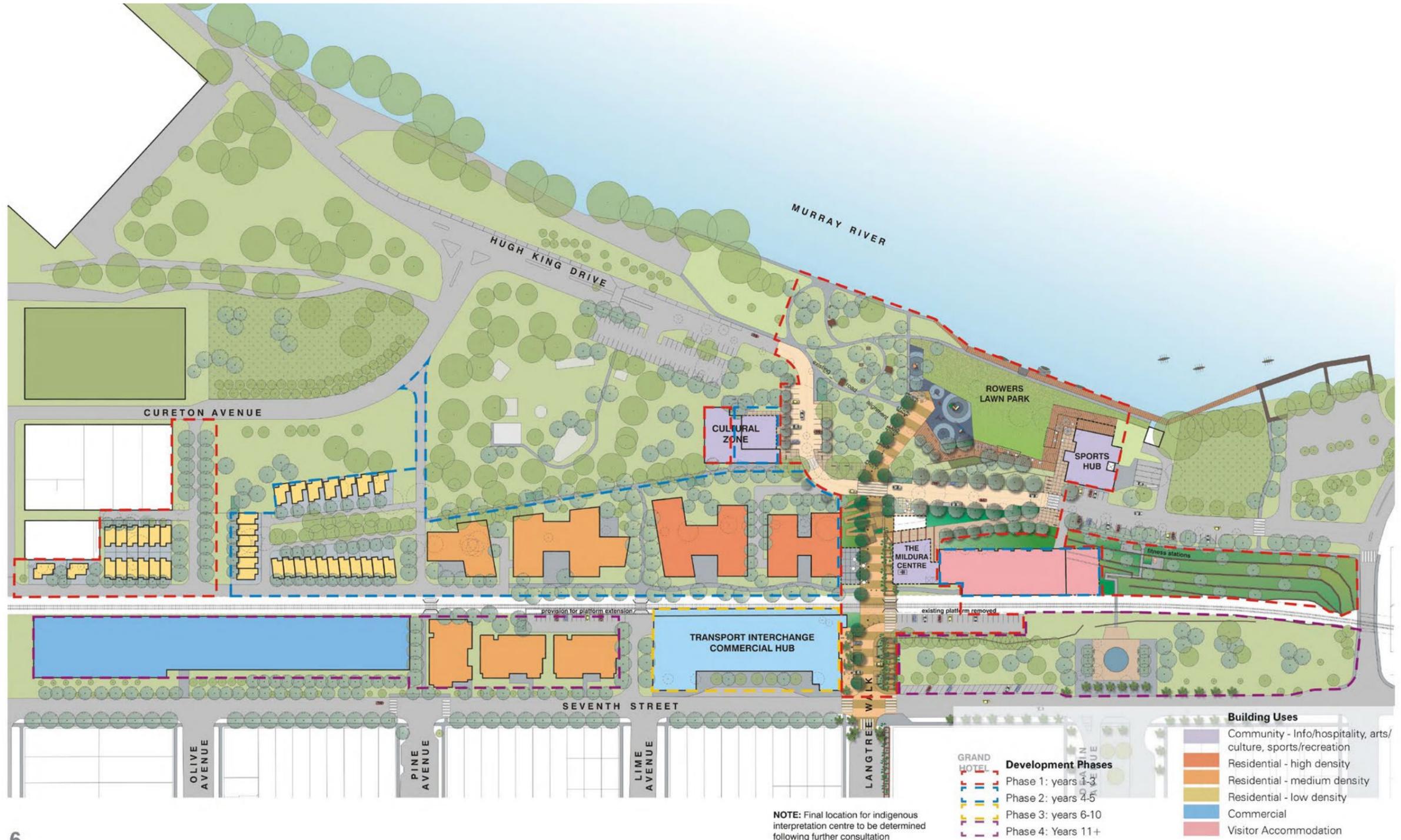
08 DEVELOPMENT LINE



09 SITE BOUNDARIES



010 EXISTING MASTERPLAN



6

011 SUMMARY OF KEY ADJUSTMENTS TO EXISTING MASTERPLAN

1. Strengthen connections to west
2. Detached / Duplex Dwellings to west of Victrack landholdings - early to market
3. Engine shed site requires detailed future study to evaluate heritage and open space potential
4. No further at grade crossings to railway permitted
5. Seventh Street sites remain potential long term redevelopment
6. Apartments not preferred by Victrack: primarily townhouses
7. Jaycee Park to be upgraded and with improved connections
8. Carparking should not drive masterplan: to be included where it can be accommodated
9. Possible shared access road to west of cultural zone
10. Buffer planting on slopes between new development and private areas
11. Medium density opportunity in future stages to south of central precinct
12. No change to transport interchange in short to medium term
13. Seventh avenue sites east of Langtree Walk could be developed for commercial uses on existing underutilised parkland provided conditions to enhance CBD where embedded in brief: eg new 10m deep boulevard frontage, carparking under buildings, view lines retained, new enhanced RSL memorial siting provided, retain or provide new elevated pedestrian link to river
14. Site 2 development supported subject to feasibility
15. Hugh King Drive retained on existing alignment with modified profile
16. Bill Hyder garden retained, however better integrated into future plans
17. Rowing Club a key asset that requires to be integrated
18. Wharf carpark should be reviewed to create improved links to eastern assets



012 MASTERPLAN DESIGN STRATEGIES

A destination

- The site is a **unique destination** site: Mildura's Riverfront
- The attractiveness of the precinct as a **destination at all times** - during the week, day and evenings, and weekends should be enhanced
- Encourage active uses including at times that **attract further visitors to the CBD**
- Encourage the ability for **seasonal change of events** and information; focus on the unique
- Possible **pre-European history** interpretative uses on site and "keeping place" may need Council stewardship and leadership of ongoing indigenous dialogue
- Local **cultural and art** displays and **Visitor Information Centre** have potential to be a cornerstone of early development



Enhanced external and internal connections

- The site has **strong pedestrian links** to the CBD but needs to recognise that many visitors will still use **personal vehicles** to access the site
- Hugh King Drive needs to be a **bridge not a barrier**; develop an early plan for a shared space and safe and easy crossing to River edge
- Significant attractions now exist within the precinct but they remain relatively **disconnected**
- Create **stronger visual connections** and a range of safe physical links between destinations- especially water play to the east
- Further improve wayfinding and develop a clear **central focus** point as the central "heart" and maximising gateway role of Langtree Walk connection
- Existing linear path routes are successful and **further choice of routes** and **connections along the River edge** would further enhance the experience and support more attractions.
- Review existing intersections to **balance car movement** with pedestrian accessibility and safety



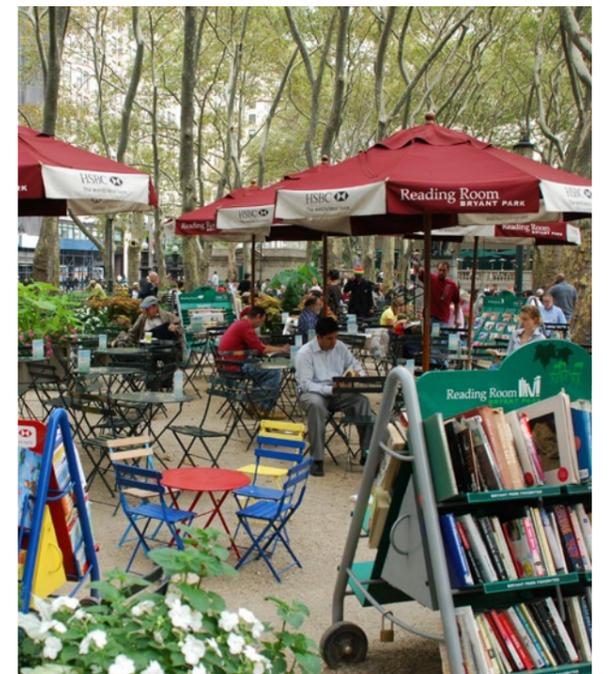
A place for the community

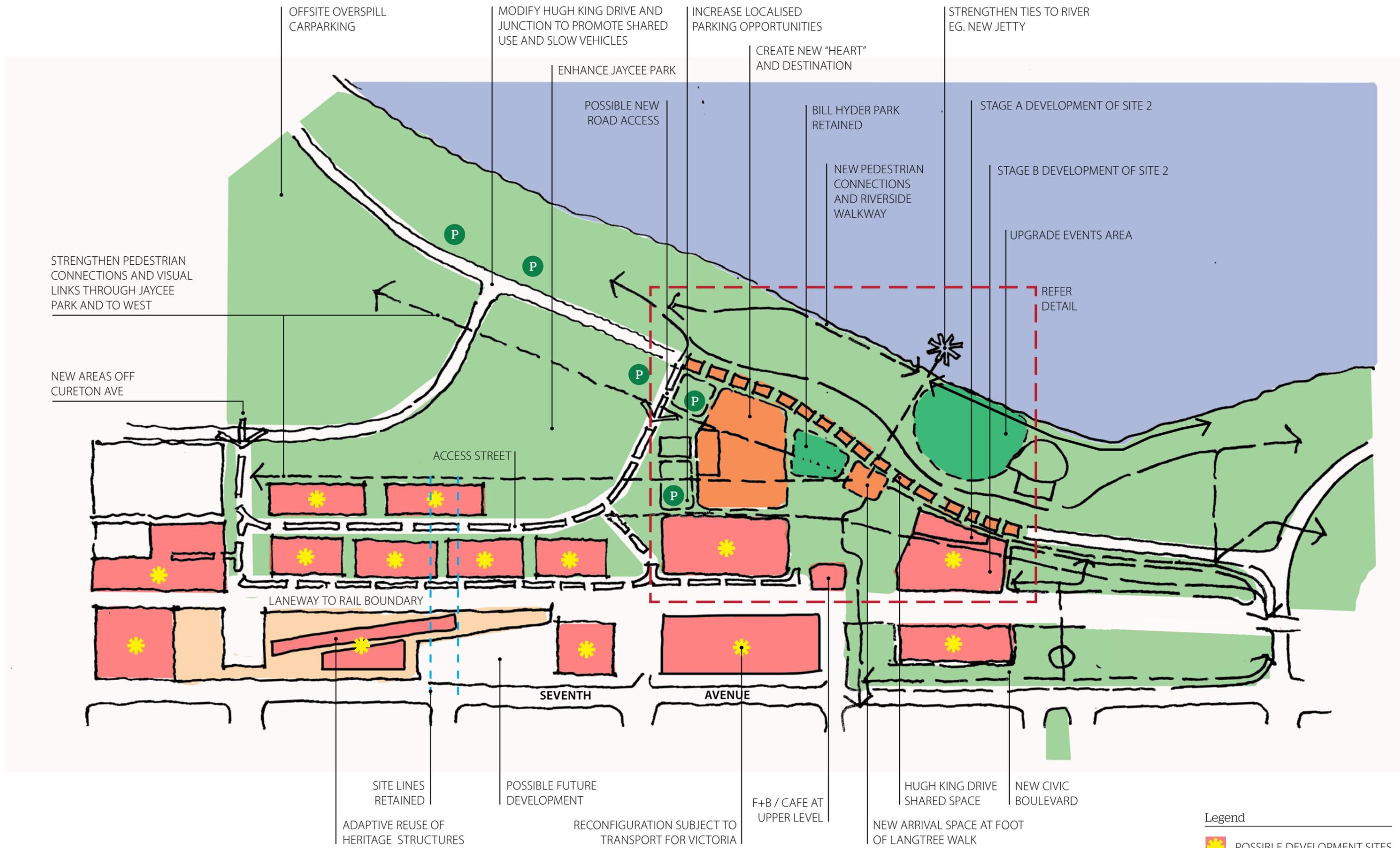
- Continue building the attractiveness to locals as a place for **families to regularly visit**; especially for unplanned, unprogrammed access
- Create **new choices** for a riverside experience and activities and events
- Longer term there remains potential engagement of the **wider community and industry groups**
- **Enhance existing landscape** and open space with new unique and attractive plantings
- Incorporate **WSUD** and riverine ecosystem detail design approaches



Flexibility for future development

- The site needs **time to evolve**: early phases should focus on creating a new community "place to go" and visitor destination through interim and temporary uses
- Future development options will require **flexibility to respond** to an enhanced future market potential and achieve residential diversity and value
- Early **Victrack development** to west to allow **early wins** and support ongoing activity and profile
- Possible **commercial development** should be investigated to south of railway based on achieving positive trade offs for the CBD public realm





- Legend
-  POSSIBLE DEVELOPMENT SITES
 -  POSSIBLE INCREASED PARKING ON EXISTING CARRIAGEWAY

Proposed Key Masterplan Moves

Mildura Stage 2

013 MASTERPLAN FRAMEWORK

A number of principles were expressed as key actions in the 2013 document. MRCC's view is that the approach and underlying principles adopted in the 2013 masterplan have not changed. The updated masterplan has reviewed these and notes that a number have been achieved, and others remain. The following table provides an updated commentary on these.

Description of masterplan components

Place Making / Character

- The central "heart" provides a focus for visitors and a new destination. It is closely linked to surrounding attractions by new pedestrian paths and clear sight lines.
- The heart is provided with paved surfaces and infrastructure to support a range of uses, including community events, outdoor cinema, markets, trade displays and public gatherings.
- The plan provides a setting for the recently refurbished Bill Hyder garden.
- The current Jaycee Park edges will be more clearly delineated with clearer links to the rest of the parkland, and the park facilities upgraded.
- A landscaped buffer zone between public and private development should be included.
- The Rowing Club Redevelopment has been completed and is a successful asset that should be built upon to create a vibrant precinct

The Central Heart

- This will be the site for a range of new uses to be accommodated within new structures. These will ensure that the heart is a lively, attractive and desirable destination at all times.
- These are aligned with the 2018 feasibility assessment prepared by Urban Enterprise Pty Ltd and proposed as a tourism hub featuring:
 - A new café / food and beverage site and outdoor covered seating areas replacing the existing 'temporary' facility
 - A new building incorporating an exhibition, function and events, and gallery space, facilities for groups to gather and information / interpretation area, outdoor seating areas, and public toilets
 - A future building housing a cultural centre with a focus on indigenous culture and history
 - Adaptive reuse of the powerhouse and arts buildings (known as site 7) subject to further work to understand the costs of refurbishing and adapting these buildings. A high quality destination restaurant that capitalises on the River setting has been identified as a possible use. A further concept such as a whisky distillery and chocolate factory could provide an iconic and game changing attraction in the Riverfront Precinct and the Powerhouse is a logical and suitable location for such an attraction.
- Further development potential has been assessed to the south of Langtree walk (known as site 2) for a possible two stage development:
 - Stage 1 being a visitor information centre (VIC).
 - Stage 2 being a long term proposition for an Agricultural industry hub provided as a commercial development through the private sector. Stage 2 feasibility is impacted by considerable site access and development challenges at this location.
 - An alternative for the VIC is that it is provided by a roving / movable facility, in which case the development of site 2 would be a long term consideration only.

Environment

- WSUD to be integrated into detailed design.
- Existing mature indigenous trees to remain and new planting designed to enhance the natural vegetation of the Riverine environment.
- Existing pepper trees may be removed, the masterplan retains those mature specimens nearer the central heart to provide visual containment and connectivity to past uses; it is envisaged that they will be removed once new planting established and of a suitable scale.
- Final development layout will be subject to greater understanding of the extent of contamination issues
- All designs will be flood tolerant.

Built form

- New buildings are of "lightweight" design affording shade and shelter but maximising transparency to river views.
- New toilets will be imported based on full CPTED design approaches
- All new buildings will be integrated with the landscape, allowing the landscape and existing powerhouse to dominate
- The existing powerhouse and adjoining arts facility will be refurbished and repurposed.

Recreational Experience

- A range of experiences will be available to visitors, both within the parklands and within the final suite of buildings.
- Externally a new riverside walkway will continue the choice of excellent walking routes available to visitors and provide a unique attraction for Mildura. This walkway will incorporate boardwalks and a jetty to allow visitors to enjoy river views and the sense of being on the water. The walkway will link the waterplay park and Nowingi place with the new central heart and existing park areas to the north.
- New paths will accommodate all users and be universally accessible.
- The Rowers Lawn will be slightly modified to improve its role as a major events and informal recreation space on the river.
- New leisure activities and events can be accommodated at the central heart.
- Jaycee Park recreational facilities will be enhanced with further play and healthy lifestyle elements.

Site Function

- Footpaths and sightlines strengthen the connections to the sporting facilities and carparking overflow areas to the north west
- Dispersed parking will avoid large areas of cars and hard standing
- Road junctions will be redesigned to accommodate pedestrian crossing arrangements and slow vehicle speeds
- Discrete lighting will be incorporated to enable the site to be used in the evenings and promote a safe environment at night

Carparking and access

- Carparking should be developed with reference to the Aurecon carparking report which concludes existing levels of carparking are sufficient. Whilst provision for parking is important and should be included it should not drive the development
- New carparking areas have been provided to service the central heart area
- The wharf carpark remains a major obstacle to the inter-connectivity and unity of the entire parkland
- The masterplan retains Hugh King Drive on its current alignment, however envisages a slow speed (<30kph) shared environment through the central area. Parallel parking will be allowed outside the central area. The central area will be detailed and paved to reinforce the slow speed character.
- A new 6 m two way access road will be introduced to access the north east of the central heart and link with future development on the VicTrack landholdings. This will be designed to be a slow speed shared environment with some parallel parking to the edge of Jaycee Park. It will be designed in detail subject to survey to avoid existing mature trees to the edge of Jaycee Park.

Staging

- Proposed development staging is shown on the following diagram. Note this will be subject to detailed consideration of planning and economic viability to be developed in further stages.



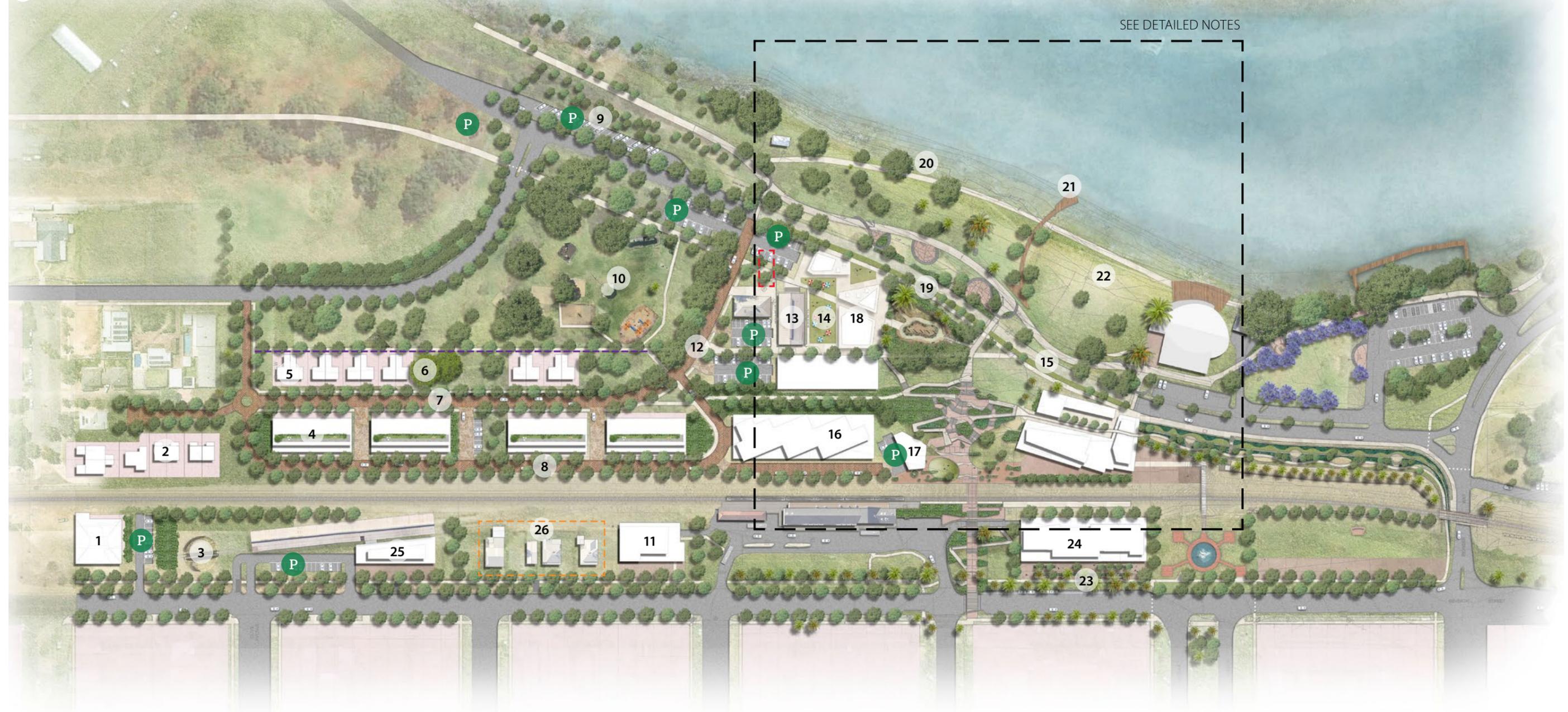
Detail: Central Area Development Concept

Mildura Stage 2

Legend

- P POSSIBLE PARKING SITES
- P POSSIBLE INCREASED LOCAL PARKING
- * STAGED DEVELOPMENT OF HUB: TO FORM "VILLAGE SQUARE:" F&B, GALLERY, CONFERENCE, WORKSHOPS, PERFORMANCE AND POSSIBLE COMMERCIAL

- | | | | |
|--|--|--|--|
| 1 FUTURE COMMERCIAL DEVELOPMENT | 9 HUGH KING DRIVE MODIFIED FOR ADDITIONAL PARKING | 17 CAFE WITH A VIEW | 25 ADAPTIVE REUSE OF EXISTING RAILWAY SHED, WITH NEW DEVELOPMENT : EG. MARKET SPACE, CONVENTION CENTRE, THEMED VISITOR SPACE, INNOVATION INCUBATOR |
| 2 DUPLEX AND DETACHED HOUSING | 10 ENHANCED JAYCEE PARK | 18 NEW DESTINATION DEVELOPMENT _____ AND PUBLIC TOILETS | 26 PRIVATE HOUSES. OWNERS MAY CONSIDER COMMERCIAL DEVELOPMENT |
| 3 JAYCEE PARK LOCOMOTIVE RELOCATED TO TURNABLE | 11 FUTURE COMMERCIAL DEVELOPMENT | 19 HUGH KING DRIVE TO BECOME SHARED SPACE | P POSSIBLE PARKING SITES. PARKING SPACES SUBSTANTIALLY INCREASED |
| 4 7.5m x 25.0m TOWNHOUSE DEVELOPMENT PARCELS: REAR ACCESS LANE | 12 NEW ACCESS ROAD: 6m | 20 RIVERSIDE WALKS | --- EXISTING TOILETS TO BE DEMOLISHED AND REPLACED |
| 5 10m x 20m DUPLEX HOUSING WITH PARK FRONTAGE CONTROLS | 13 EXISTING BUILDINGS RETAINED AND ADAPTED TO NEW USES | 21 RIVER 'PIER' | --- VICTRACK / COUNCIL TITLE BOUNDARY |
| 6 KEY EXISTING MATURE EUCALYPTS RETAINED | 14 NEW "HEART" AND DESTINATION | 22 EVENTS LAWN | |
| 7 16.0m ROAD RESERVE WITH 1.5m FOOTPATHS EACH SIDE: 7.3m CARRIAGEWAY | 15 LANDSCAPE BUFFER AND CONTINUOUS PEDESTRIAN ACCESS | 23 10M+ LINEAR PARK: SEVENTH STREET BOULEVARD | |
| 8 8m REAR ACCESS LANE | 16 FUTURE MEDIUM DENSITY DEVELOPMENT | 24 COMMERCIAL DEVELOPMENT OPPORTUNITY: WITH PARKING UNDER - OFFICE / HOTEL | |



Masterplan & Development - Preferred Option

Mildura Stage 2

CAFE / F&B
OUTDOOR COVERED AREA



ADAPTIVE REUSE OF
EXISTING BUILDINGS

CULTURAL
CENTRE

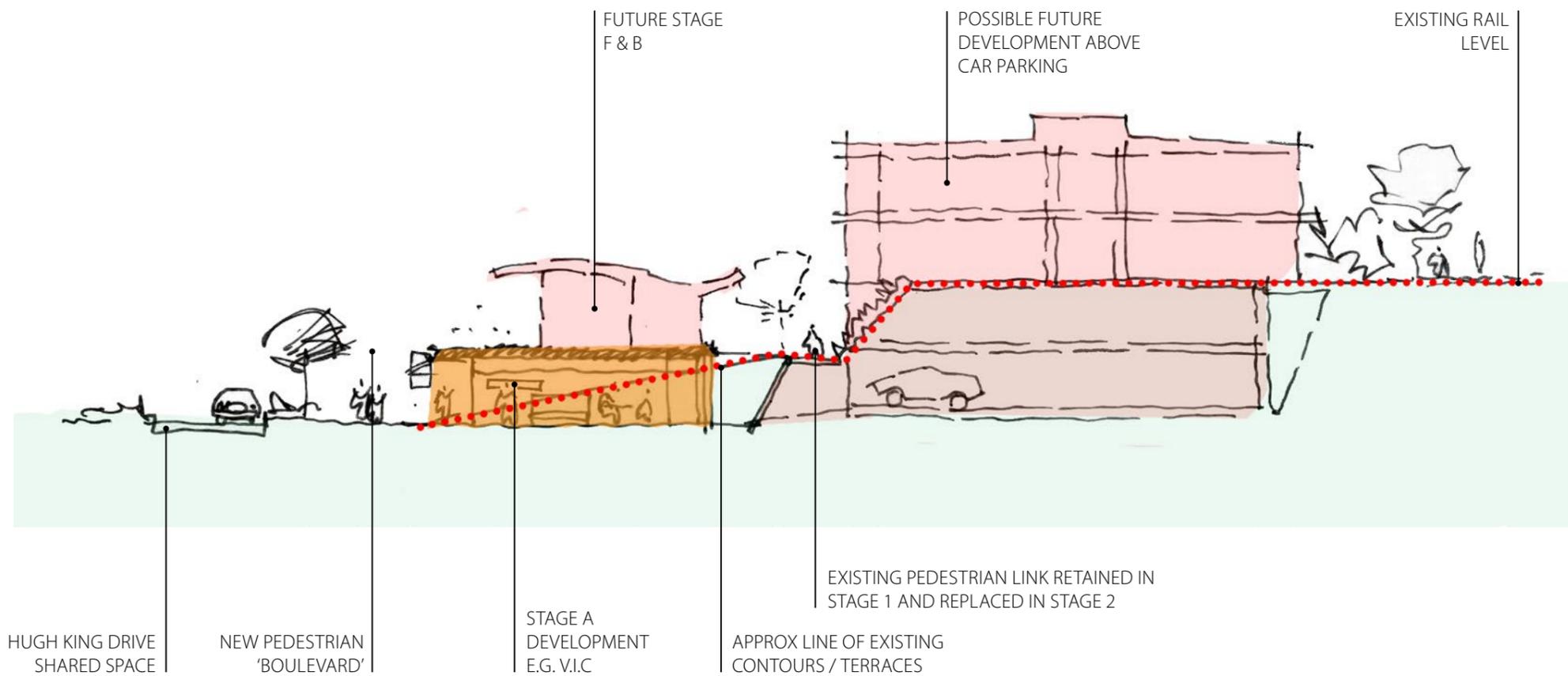
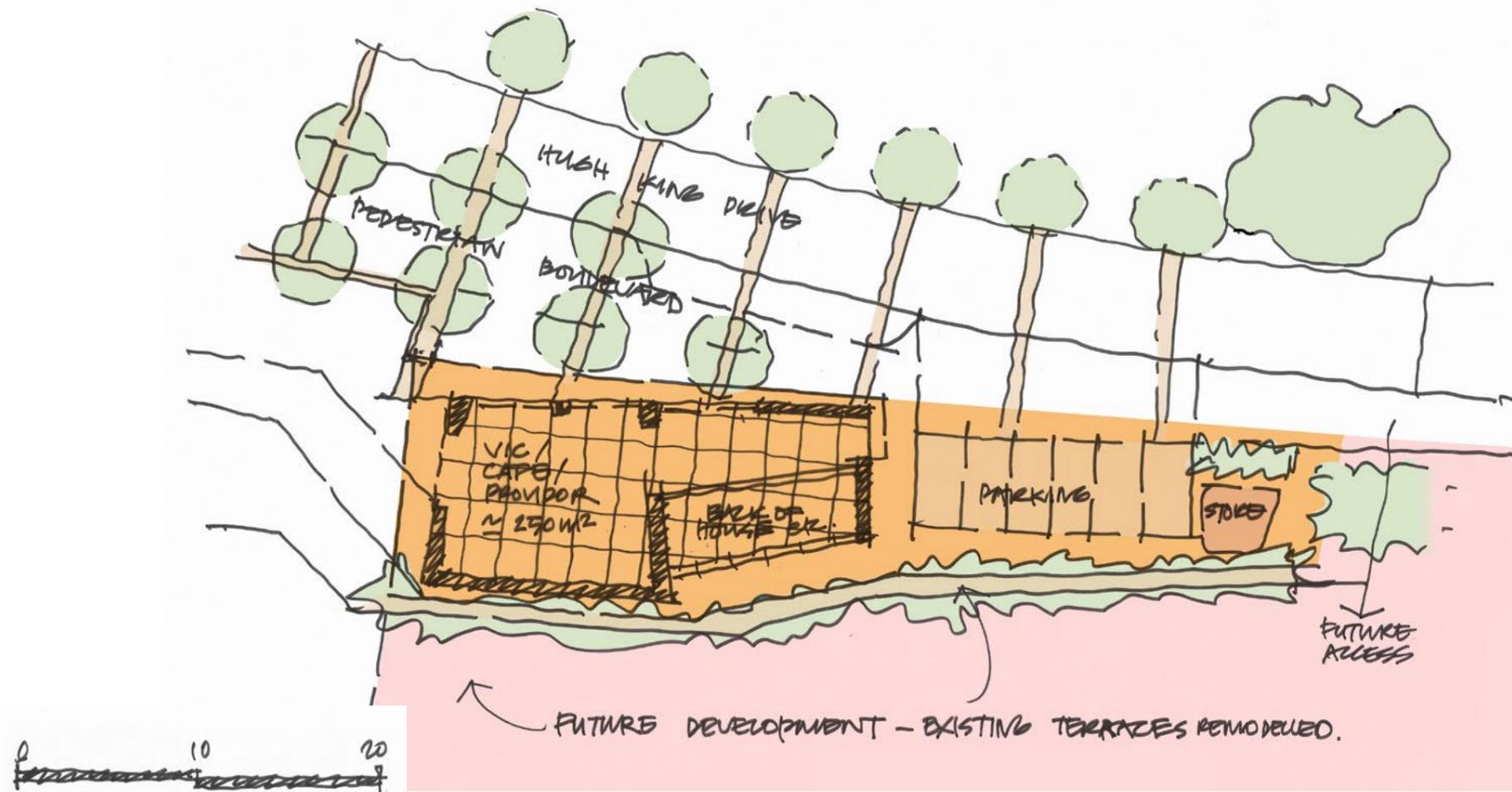
EXHIBITION
& WCS

KIOSK & OUTDOOR
COVERED AREAS



Sketch of Central Area: Village 'Heart'

Mildura Stage 2

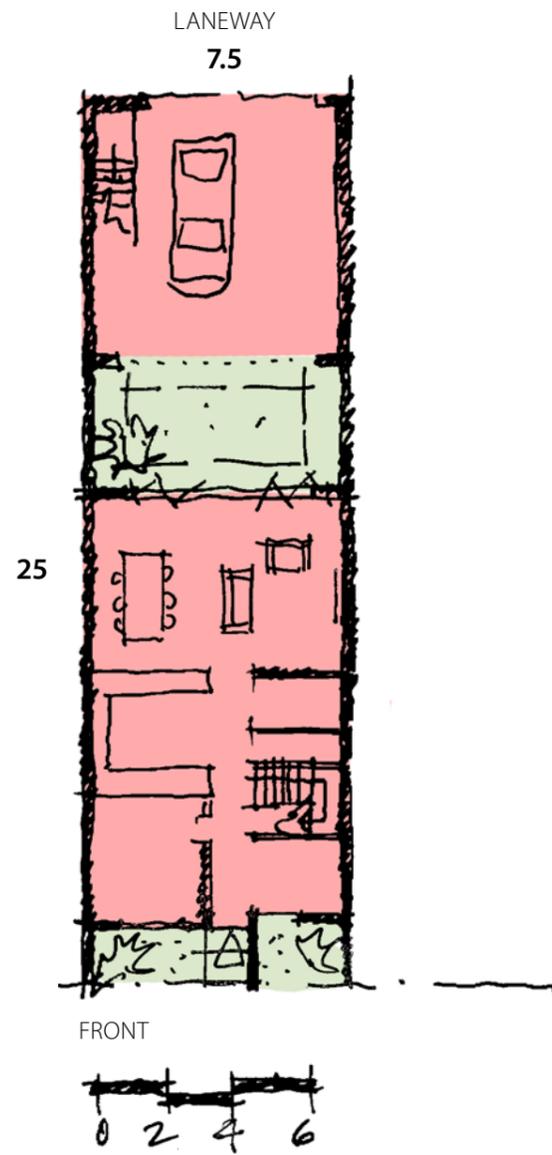


Site 2 Visitor Information Centre and Future Development

Mildura Stage 2



Staging Strategies
Mildura Stage 2



TOWNHOUSE 2 STOREY
(POSSIBLE STUDIO ABOVE REAR GARAGE)

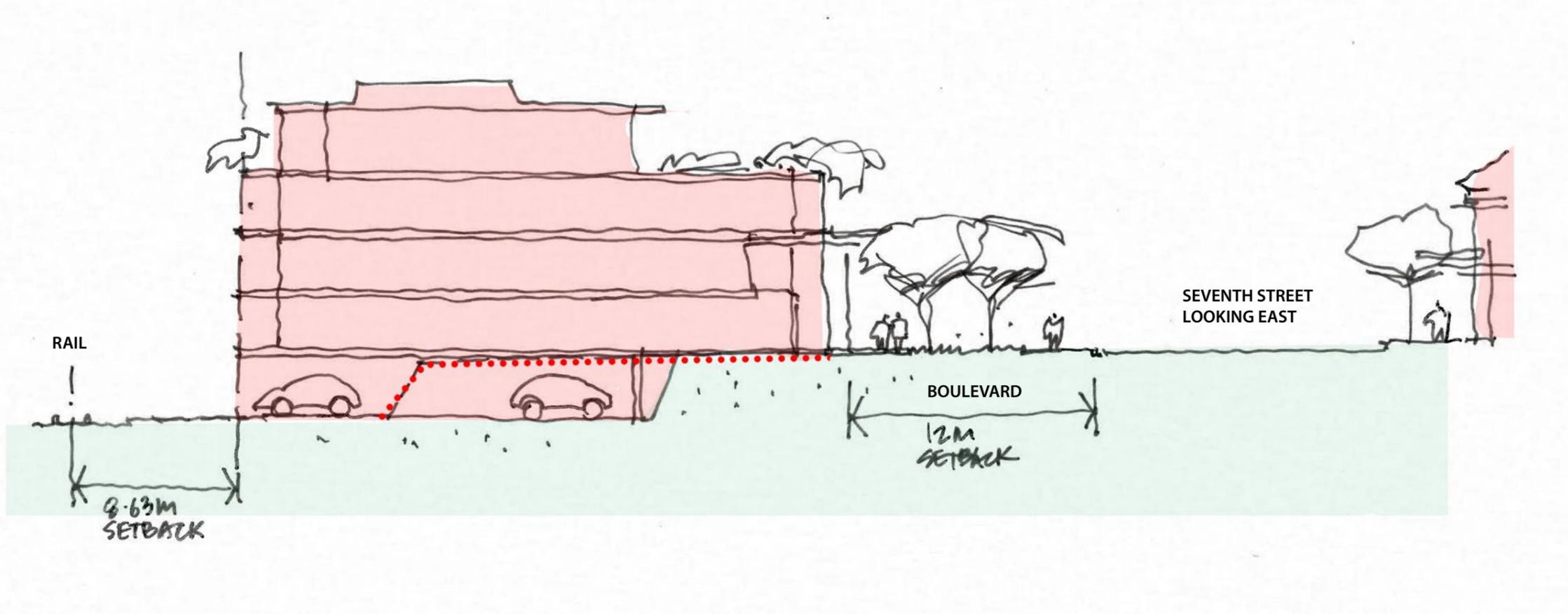


DUPLEX 2 STOREY



Possible Housing Types

Mildura Stage 2



Possible East Seventh Street Development

Mildura Stage 2



Masterplan Stage 2
Mildura Stage 2



Masterplan Stages 1 & 2

Mildura Stage 2



Appendix



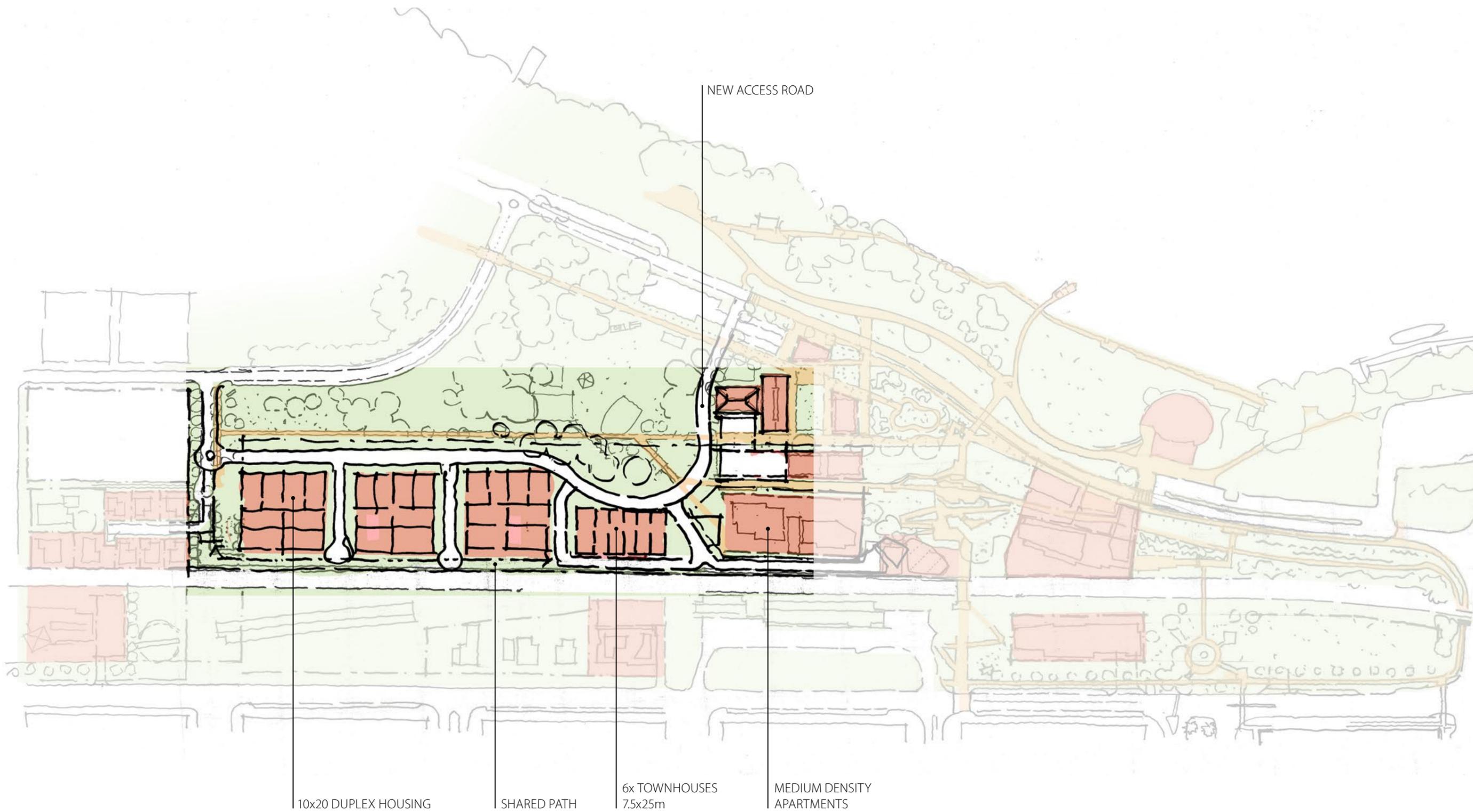
Masterplan & Development - Option D

Mildura Stage 2



Possible Eastern Seventh Street Development (RSL memorial retained)

Mildura Stage 2



10x20 DUPLEX HOUSING

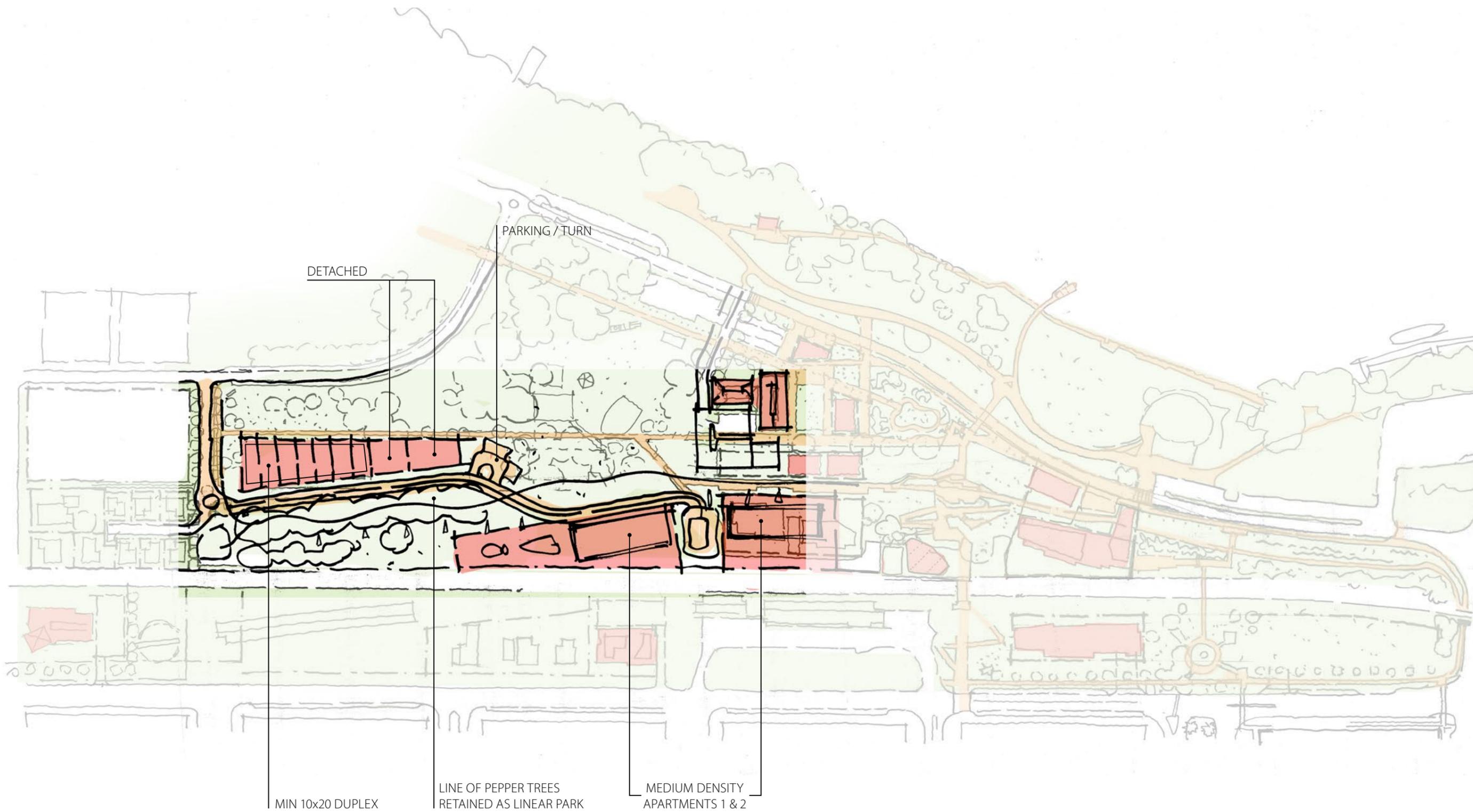
SHARED PATH

6x TOWNHOUSES
7.5x25m

MEDIUM DENSITY
APARTMENTS

Masterplan & Development - Option B

Mildura Stage 2



Masterplan & Development - Option C

Mildura Stage 2

Option	Detached	Duplex	Townhouses	Apartments	Total dwellings
a	8	14	24	28	74
b	8	24	6	28	66
c	10	7	-	56	73
d	8	14	32	-	54

APPROXIMATE YIELD

Options Yield

Mildura Stage 2

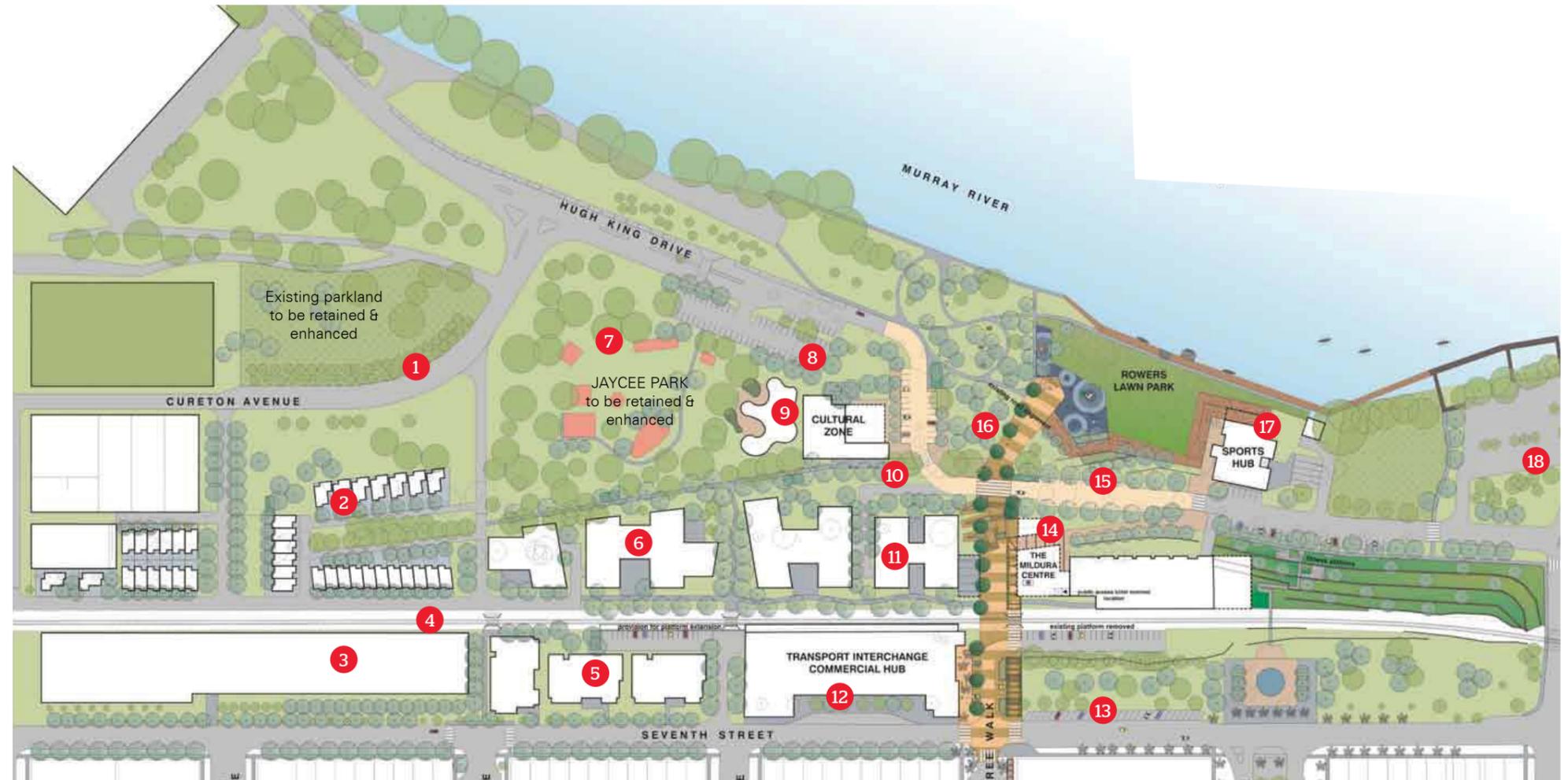
14 COMMENTARY ON EXISTING MASTERPLAN (PREVIOUSLY PROVIDED)

2.1 Commentary on Existing Masterplan

Numbering is made from west to east and does not reflect priority.

Commentary is based upon discussion and consultation with stakeholders and our professional opinion. The Business Study Review to be undertaken by Urban Enterprise has not yet been undertaken and consequently does not influence the below notes

- 1 Strengthen connection with existing sporting facilities at the western end
- 2 Vic Track questioned the inclusion of townhouses in this location and suggested single dwelling houses
- 3 The current masterplan does not acknowledge the existing heritage overlay for the Engine Shed. This land is not yet zoned "Surplus to Requirement" It may be better for this to become parkland - and perhaps the steam train in Jaycee Park could be relocated here.
- 4 Vic Track are of the opinion that no further at grade crossings will be permitted. Overhead crossing may be permitted but would be very costly and attract extensive approval processes
- 5 This site remains a potential site for large scale development. Whether this is commercial or residential should be tested by the market. Noting that the land is not yet available for sale by Vic Track
- 6 Vic Track were not supportive of high density (5 storey and above) residential apartments in this area
- 7 As stated Jaycee Park should remain and be enhanced but also requires stronger connection to the remainder of the precinct.
- 8 Carparking should be developed with reference to the Aurecon carparking report which concludes existing levels of carparking are sufficient. Whilst provision for parking is important and should be included it should not drive the development
- 9 Potential for road / access way in this location to limit the length of new road required to be constructed



- 10 A substantial buffer zone between public and private development should be included. It is not desirable for new residents to move in and complain of noise and prevent activity. This may also require caveats on land titles.
- 11 Generally it was agreed medium density residential development such as terraced housing would be better suited to this zone rather than high density (5 storey) apartment building but the option physically could be accommodated.

- 12 No change is proposed to this aspect of the masterplan. The proposal for this site appears appropriate - noting that consultation with Transport for Victoria is yet to occur
- 13 This area requires re-design to encourage greater use.
- 14 However in general we support the area remaining as parkland. There is potential for a continuous linear park along the full length of Seventh Avenue With the existing Hugh King Drive alignment and access from the north we support this as a site for high density development whether residential or commercial

- 15 The proposal for the re-alignment of Hugh King Drive was not implemented and the masterplan needs to be amended to reflect the current alignment
- 16 Bill Hyder garden is to be retained. However its form should be completely re-designed so that it is integrated into the area and not an unusual relic from the previous form of the park
- 17 The Rowing Club Redevelopment has been completed and is a successful asset that should be built upon to create a vibrant precinct
- 18 The wharf carpark remains a major obstacle to the inter-connectivity and unity of the entire parkland